

**SR 161 RDP Stakeholder Committee Meeting #1  
Eatonville Elementary School Library - April 10, 2003  
Meeting Summary**

**Attendees:**

Jim Halmo	Harold Hefley	Silvia Hefley
Dan Dawkins	Diane Heersink	Barb LeMay
Sandi Anderson	Dave Ellis	Kevin Wimsett
Shawn Phelps	Mike Williams	Tanya Dow
George Lockwood	Bobbi Allison	Dan Belting
Luanne Green		

**Staff:**

Vicki Steigner  
John Donahue

**Introductions:**

John Donahue, WSDOT Team Leader, began the meeting by with having the attendees introduce themselves and identify their interest or the organization they represented. The WSDOT staff also introduced themselves.

**Purpose and Scope:**

The meeting started on time at 6:00pm. John Donahue, WSDOT Project Manager, opened the meeting with a discussion of the study purpose, process and existing conditions on the route. The purpose of the study is to establish a 20-year vision for the corridor and develop improvement recommendations. Study efforts will be coordinated with the ongoing Graham Area Community Planning effort so that the two plans will work together to support and improve the regional transportation network.

The route development plan will include all of SR 161 from SR 7 to 234<sup>th</sup> Street, just south of Graham. The study will include analysis of major intersections, a review of the route's Managed Access Classification designations, and analysis of the congestion issues within the Eatonville city limits. Recommendations can be both short and long-term and fall into four basic categories: congestion relief, safety improvements, environmental issues, and economic initiatives.

**Study Measures:**

John then discussed the types of measurements that WSDOT uses to evaluate traffic conditions on state routes. Congestion is talked about in terms of level of serves. Referred to as LOS, the measurement is based on the amount of time a motorist spends following another vehicle. LOS A represents a free flow condition where a motorist spends less than 40% of the time following other vehicles. LOS F describes gridlock conditions, or 100% time following. LOS C (55% to 70% time following) is the minimum standard for adopted by WSDOT for rural highways and LOS D (70% to 85%



time following) is the minimum standard for urban highways. Most of the route is currently at LOS D or better except for the area between Clear Lake and Tanwax Road and the section between Eatonville and the Ohop Valley Road where steep grades and slow moving trucks cause the LOS to drop to E.

Both the number of accidents and the severity of accidents is used to describe safety conditions on state routes. There are two designations: High Accident locations (HALs) and High Accident Corridors (HAC). A HAL refers to localized areas that have a higher than average number of accidents, of a higher than average severity, in less than a quarter mile over a two-year interval. A HAC refers to a segment of the highway greater than one mile in length with a higher than average number of accidents, of higher than average severity over a 5-year period. There are 3 HALs on the route: one at the intersection of Kapowsin Highway, one at Clear Lake and one from Center Street to Oroville Road north of Eatonville.

### **Corridor Issues:**

Vicki Steigner distributed a survey to the group about the community vision of the route. She also led a work-group exercise to document and describe various concerns and issues about the route. Comments were collected and will be summarized for review and discussion at the next Stakeholder Committee meeting. She explained how both exercises will be conducted at the public meetings scheduled for the end of the month in Graham and Eatonville

### **Schedule and Logistics:**

After the workgroup exercise, John presented the project schedule. Stakeholder meetings will be held once a month from April through November. The committee will use data collected at the public meetings this spring and summer; and analysis provided by subject matter experts, to develop improvement recommendations. These recommendations will be available for public comment in early September and the final document will be endorsed in November of this year. The committee agreed to hold all of their meetings in the Eatonville Elementary School library, and decided to hold their next meeting on May 8 from 6pm to 8pm. Public meetings will be held in both Eatonville and Graham. Committee members suggested inviting a representative from the community of Kapowsin and from the Park Junction Development to join the committee.

The meeting ended at 7:45pm.